SHRI T.N. CHATURVEDI: Sir, the Minister in his reply to both these questions has emphasised the importance of textile upgradation. Part (a) of my question is; when will, or, by what time, the fund for technology upgradation come into operation? Secondly, what are the sectors, the word used is identified sectors of textile industry, which have been identified and what are the criteria for identifying the sectors in the textile industry?

SHRI KASH1RAM RANA: Sir, so far as the fund for technology upgradation is concerned, the question raised by the hon. Member was 'when will it start'? Sir, as per the approval by a Group of Ministers of this scheme, it will come into force by 1st April, 1999. The approval is by a Group of Ministers. The Cabinet approval has not come. So far as the TTJF is concerned, the Finance Minster has already earmarked one crore of rupees. Ultimately, there is a raise in the Budget for this Technology Upgradation Fund. So, there is no difficulty to enhance technology upgradation.

प्रो.राम गोपाल यादव: महोदय,अभी माननीय मंत्री जी एक सप्लीमेंटरी प्रश्न का जवाब देते हुए कह रहे थे कि माडर्नाइजेशन जब होगा तो रोजगार भी बढ़ेगा जब कि वास्तविकता यह है कि आटोमेटाईज़ेशन और जितनी भी आधुनिकीकरण की चीजें है,उनकी नीयत ही बेराजेगारी बढ़ने वाली है और नतीजा यह है-अभी मैं पिछले दिनों भिवंडी गया था तो लोग बता रहे थे कि आधुनिकीकरण के नाम पर आधे से ज्यादा करघों,पॉवरलूम्स पर काम करने वाले लोग बेकार होते जा रहे हैं। मैं माननीय मंत्री जी से जानना चाहूंगा कि आधुनिकीकरण के साथ-साथ लोगां के रोजगार में कोई कमी न आने पाए और यह देश जिसमें मैन पॉवर की कोई कमी नहीं है,आपके पास कैपीटल की कमी है,ऐसी योजना बननी चाहिए जिससे लोगों को रोजगार ज्यादा मिलें। माडर्नाइजेशन हो लेकिन लोगों को रोजगार मिलता रहे,इसके लिए क्या योजना आप बनाएंगे ?

श्री काशीराम राणा: सर,जैसा मैंने बताया कि माडर्नाइजेशन फंड से सिर्फ हमारी मशीनरी माडर्नाइज नहीं होगी बल्कि इससे रोज़गार भी बढ़ेगा। मैं एक उदाहरण देना चाहता हूं। सातवीं पंचवर्षीय योजना में हमने ऐसा ही माडर्नाइजेशन फंड शुरू किया था। वह करीब 750 करोड़ रूपये का था लेकिन बाद में उसका जो टारगेट तय हुआ वह 1288.5 करोड़ तय हुआ और उसमें से गवर्नमेंट ने 897.48 करोड़ डिपपर्स हुआ। इससे जो फायदा हुआ,वह मैं आपके सामने लाना चाहता हूं । 1986-87 में सातवीं पंचवर्षीय योजना में माडर्नाइजेशन की शुरूआत हुई तो हमारे यहां जो नम्बर ऑफ मिल्स थीं,वह 744 थी जब कि वह बढ़कर आज 2290 हो गयी है। इसमें ज्यादातर फायदा स्पिनिंग मिल्स ने उठाया था। 2290 हमारी स्पिनिंग मिलें हुई तो इससे रोज़गार बढ़ा। इतना ही नहीं,जो हमारा प्रोडक्शन था। जब माडर्नाइज़ेशन की शुरूआत हुई,तब वह प्रोडक्शन 86-87 में सिर्फ 1302 मिलियन किलोग्राम था,वह आज बढ़कर 2213 मिलियन किलोग्राम हो गया है। इतना ही नहीं,इसकी क्वालिटी में भी सुधार हुआ है,क्वालिटी अच्छी हुई है जिससे हमारे ऐक्सपोर्ट में बढ़ोतरी हो गयी है। 27.98 मिलियन किलोग्राम जो हम एक्सपोर्ट कर रहे थे,उसकी जगह आज 485.44 मिलियन किलोग्राम एक्सपोर्ट कर रहे हैं। तो इस माडर्नाइजेशन से सिर्फ मशीन का ही माडर्नाइज़ेशन नहीं होगा,इससे रोज़गार भी अवश्य बढ़ेगा।

श्री सभापति क्वैश्चन नं. 123,श्री डी.पी.यादव।

[The questioner (Shri Naresh Yadav) was absent. For answer, vide cof-29 infra.]

प्रमुख पत्तनों से हुई आमदनी

*123.**श्री डी.पी.यादव**: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) देश के सभी प्रमुख पतनों से सरकार को कुल कितनी आमदनी हुई;

(ख) क्या यह राशि गत वर्ष की तुलना में अधिक हैं,और

(ग) चालू वर्ष के पत्तनों के रखरखाव पर सरकार द्वारा कुल कितनी राश व्यय की गई और उसका ब्यौरा क्या हैं?

विधि,न्याय और कंपनी कार्य मंत्री तथा जल-भूतल परिवहन मंत्री (श्री एम.श्रम्बी दुरई): (क) और (ख) महापत्तनों से सरकार को कोई आय नहीं होती है।

(ग) पतन न्याय पत्तनों के अनुरक्षण से संबंधित खर्च अपने आतंरिक संसाधनों से पूरा करते हैं

तथापि,कलकत्ता पत्तन न्याय को चालू वित्त वर्ष के दौरान(i) नदी निकर्षण और अनुरक्षण और(ii) हल्दिया को जाने वाले नौवहन चैनल में अनुरक्षण निकर्षण के लिए 148 करोड़ रू.की प्रतिपूर्ति की गई है।

श्री डी.पी.यादव: सभापति महोदय,मंत्री महोदया ने प्रश्न के भाग "क" के जवाब में बताया है कि प्रमुख बंदरगाहों से सरकार को कोई आमदनी नहीं होगी। अगर आमदनी नहीं होती तो इस पर पैसा खर्च करने का क्या फायदा हैं? मैं माननीय मंत्री जी से जानना चाहता हूं कि छोटे पत्तनों के रख-रखाव और और उनसे होने वाले फायदे का ब्यौरा क्या हैं ?

SHRI M. THAMBI DURAI: Sir. actually we are raising funds as surplus funds. For example, in the whole year, 1997-98, we have spent nearly Rs. 3,051 crores as operating costs. On the expenditure side, we have spent Rs. 1804.49 crores. We are having a surplus of Rs. 1,201 crores. Actually, we have mentioned in the reply that we don't have any income, as the Government is not getting any income from these ports. These arc trusts and are not run on profit motive. Whatever we are sp&nding is meant for providing facilities at these ports. The surplus funds which are being generated by them will be further invested to create, modern facilities to handle ships for transporting goods. That is what we are doing.

श्री डी.पी.यादव: महोदय,कलकत्ता पोर्ट ट्रस्ट के लिए 148 करोड़ रूपये का प्रावधान किया गया है। मैं मंत्री जी से यह जानना चाहता हूं कि छोटे पत्तनों में और मुख्य पत्तनों में यह अन्तर किस लिए हैं ? क्या सरकार इस पर विचार करेगी ?

SHRI M. THAMBI DURAI: Sir, the Central Government handled the major ports. The minor ports are handled by the state Governments. There is no differentiation in regard to these ports. As far as the Calcutta Port is concerned, there is a lot of situation in the river Hoogaly. The Government has already committed to sec that dredging facilities are subsidised. For that purpose, we are granting nearly Rs. 90 crors every year. As far as the other ports are concerned, they are spending on dredging, out of their own income. But, as a special case, we are providing some grant to the Calcutta Port. This year, we have also granted Rs. 148 crores for dredging. Then only ships can go inside the port.

SHRI DIPANKAR MUKHERJEE: Sir, I would like to know from the hon. Minister about the maintenance dredging as well as river dredging for which the Government is spending Rs. 148 crores: I want to know whether any cost-benefit analysis has been done, and whether this money has already been spent. If it has been spent, whether any cost-benefit analysis has been done. What exactly have we achieved out of this?

SHRI M. THAMBI DURAI: We are doing.cost benefit analysis for whatever we are doing. We are not doing it without that. At the same time, without spending so much, we cannot develop the port. In the Ninth Five-Year Plan, we have got a provision of nearly Rs. 259 crores for this purpose. Apart from this, it is a regular thing which we are doing. Some Dutch Company is doing that, and this is going on. We have to do the cost-benefit analysis. There is no other alternative. It is a social obligation.

SHRI DIPANKAR MUKHERJEE: It was delayed for time. .

SHRI PRANAB MUKHERJEE: Sir, the hon. Minister in reply to the supplementary has. indicated that the port charges from the users and they. meet their expenditure from those; charges. In 1997-98, if I heard him correctly, all the major ports taken together, have a surplus of more than Rs. 1,200 crores. May I know from the hon. Minister whether it is a fact that from April to September, in the current year, the cargo handling capacity in the major ports of India, instead of having a positive growth, has rgistered a negative growth to the extent of 1.8 per cent? As a.result

of that, the revenue and resource position of the major Port Trusts are going to be seriously affected.

SHRI M. THAMBI DURAI: Sir, as far as the financial position up to November is concerned, I don't have the figures with me.

SHRI PRANAB MUKHERJEE: I have asked from April to September. Please collect it and furnish it to me.

SHRI M. THAMBI DURAI: I will collect it and furnish it to you.

श्री अनन्तराय देवशंकर दवे: सभापति महोदय, अभी माननीय मंत्री जी ने यह बताया कि पोर्ट ट्रस्ट की जो इन्कम है वह पोर्ट के पास ही रहती है और वह उनके डेवलमेंट के लिए खर्च होती है । नाइंथ फाइव ईयर प्लान में गवर्नमेंट ने कई पोटों के लिए कुछ राशि दी है । मैं स्पेसिफिक यह पूछना चाहता हूं कि कांडला में इतनी आपत्ति आई,कई लोग वहां मारे गए और कांडला पोर्ट ट्रस्ट के पास बहुत सी जमीन आज भी खाली पड़ी हुई है,क्या सरकार कांडला पोर्ट ट्रस्ट की खाली पड़ी हुई जमीन को गरीबों के लिए नए मकान बनाने के लिए स्टेट गवर्नमेंट को देगी ?

SHRI M. THAMBI DURAI : Sir, there is another question on Kandla Port. Anyway, I will answer his supplementary. As per the first estimates, we suffered a loss of Rs. 130 crores due to the devastating cyclone.

After the reassessment, it is Rs. 76 crores which is the actual estimated loss. We have taken so many rehabilitation works also. For that we have spent Rs. 18.98 crores, including Rs. 10 crores which we had given for releif work in the State of Gujarat. For rehabilitation, construction of houses, we accepted and we are taking up the scheme. We allotted certain lands for the people affected. We have spent money on that. Apart from that, we are having a plan of spending Rs. 58 crores towards replacement of equipments because of the effect of cyclone. For the initial stage, we have called for tenders. We are making all efforts and it will be restored.

श्री मोहम्मद सलीम: सर,मंत्री जी ने प्रणब जी के सवाल के उत्तर में यह कहा है कि वे अप्रैल से सितम्बर का आंकड़ा बाद में बताएंगे । जितने हमारे मेजर पोर्ट्स हैं उनमें रिप्लसमेंट आफ मशीनरी प्लान्ट के बावजूद भी क्या यह सच नहीं है कि इस सब-कॉन्टीनेट में और खासकर इंटिया में जिस कारगों का हमारे हैंडलिंग पोर्ट्स में होना चाहिए था,वह हमारी इनएफिसिएन्सी की वजह से आहिस्ता-आहिस्ता कोलम्बों और दूसरे पोर्ट में शिफ्ट हो रहा है । डिफरेन्ट मेजर पोर्ट्स में माफिया की वजह से,टर्न अराउन्ड टाइम ज्यादा आने की वजह से आहिस्ता-आहिस्ता हम फीडर पोर्ट होते जा रहे हैं और मेजर इंटरनेशनल ट्रांजिट पोर्ट कोलम्बो हो रहा हैं । हमो यहां पर तमाम मेजर वैसल्स नहीं आ रहे हैं और फीडर वैसल्स कोलम्बों आ रहे हैं । इस तरह से यहां मेजर पोरर्ट्स के नाम पर इंटरनेशनल पोर्ट्स की बजाए रीजनल पोर्ट्स बन रहे हैं और पिछले कई वर्षो से यह स्थिति बिगड़ती जा रही है । क्या यह सच नहीं हैं?

†**شری محمد سلیم:** منتری جی نے پرنب جی کے سوال کے جواب میں یہ کہا ہے کہ وہ اپریل سے ستمبر تک آنکڑا بعد میں بتائینگے۔ جتنے ہمارے میجر پورٹس ہیں ان میں "ریپلینسمنٹ آف مشینری پلانٹ" کے باوجود بھی کیا یہ سچ نہیں ہے کہ اس 'سب کانٹی ننٹ" میں اور خاص کر انڈیا میں جس کارگو کا ہمارے ہنڈلنگ پورٹس میں ہونا چاہئے تھا وہ ہماری "ان ایفی شینسی" کی وجہ سے آہستہ آہستہ کولمبو اور دوسرے پورٹس میں شفٹ ہو رہا ہے۔ دیگر میجر پورٹس میں مافیا کی وجہ سے "ٹرن اراؤنٹ ٹائم" زیادہ آنے کی وجہ سے آہستہ آہستہ ہم فیڈر پورٹ ہوتے جا رہے ہیں اور میجرانٹرنیشنل ٹرانزٹ

پورٹ کو لمبو ہورہا ہے۔ ہمارے یہاں پر تمام میجر ویسلس نہیں آر ہے ہیں اور فیڈر ویسلس کولمبو سے آرہےہیں۔ اس طرح سے یہاں میجر پورٹس کے نام پر انٹر نیشنل پورٹس کے بجائے ریجنل پورٹس بن رہے ہیں۔ اور پچھلے کئی سالوں سے یہ حالت بگڑتی جا رہی ہے۔کیا یہ سچ نہیں ہے۔

SHRI M. THAMBI DURAI: What the Member has said is correct to some extent. I am not denying that. We are for bringing our ports up to the international level. We are taking so many steps in the Ninth Five Year Plan. We have allocated Rs. 16,000 crores as a provision for development of ports. In that, Rs, 8,000 crores in from the side of our ports and we are also spending from the budgetary source. We also expect that the private sector will come forward and invest nearly Rs. 8,000 crores. In this way we want to develop and bring them to the international standards. The depth of the water in ports is very low, where big ships are to come; it is nine or ten meters. For this we are having dredging facilities and we are spending crores of rupees for this to see that our areas are deepened further where the big ships can come. We are concentrating on certain sectors. We are developing JNPT and in the same way we are thinking of developing Tuticorin. That is one point. We are thinking of developing it because most of the ships go to Colombo. Tuticorin is near and Cochin is also near to that. We are considering how to develop these ports. We can develop harbours here where the containers which are now going to Colombo can come and we are trying to attract. We are also thinking of deepening the Setusamudram which the Prime Minister has already announced. We are going to make some new provision. In this way we hope for the arrival of major ships at our ports.

†[ ] TransiIteration in Arabic Script

SHRI JOHN F. FERNANDES: The hon. Minister has rightly mentioned about the funds of the major ports. All the funds are pooled in one organisation and those ports which want to expand the activities in the States are not permitted. The funds are utilised to augment other ports which are making losses. To give an example, the port of Goa wanted to have an outer harbour and though it is making profits, it has not been granted funds to expand because those funds are taken and pooled and given to the other States. I would like to know from the hon. Minister whether autonomy will be given to various port trusts in order to expand in collaboration with the private sector also. You have declared privatisation but nothing has taken off. I would like to know whether a decision will be taken on this and autonomy is given to major port trusts to function at their own level.

SHRI M. THAMBI DURAI: We have given more autonomy to the port trusts. Up to Rs. 50 crores they can call for tenders and they can implement the projects; they can even support, any replacement up to Rs. 100 crores. They need not come to the Ministry for approval. That way we have given more powers. Whatever the hon. Member has said—that we are pooling money of certain ports and diverting that to other ports—is not a fact. It is not fully correct. The help goes to only certain ports when they are in the developmental stage. For example, for JNPT, when it was being developed, the Bombay Port gave some money. Afterwards, it is repaying. This is going on.

Sir, regarding Mormugao Port is Goa, I would like to say that we have accepted a number of projects. The profit of this port is not so much when we compare it with other ports. We are getting nearly

Rs. 40 crores from this port as profit. We are getting a profit of Rs. 100 to 200 crores from other ports. Therefore, in no way is it affected, as the hon. Member feels.

SHRI VAYALAR RAVI: Sir, the Indian ports are earning profit. The hon. Minister has stated in his answer that a profit of Rs. 1,200 crores has been given by the major ports of India. The main problem is with regard to mother-ships due to the non-availability of anchoring facilities at these ports. Sir, that is the major problems. Sir, I would say, . whether it is the East-Coast or the West-Coast, the mother-ships goes to Colombo. We are only transporting the containers to the mother-ships. In that background, I wouid like to know something from the Minister. Sir, in the last Budget, I think, the previous Government earmarked Rs. 300 crores for the development of Cochin and Tuticorin Ports and for providing facilities for the mother-ships to come. I would like to know from the Minister as to what has happened to that proposal. Sir, this amount was meant for enabling the Cochin Port to provide facilities for the mother-ships. The first priority was for providing facilities to the mother-ships, fetch containers and make all other ports to feed the Cochin Port. That was the idea. I would like to know as to what has happened to that proposal announced by the Government in the previous Budget proposals.

SHRI M. THAMBI DURAI: In order to attract mother-ships, we are making all efforts. As has been mentioned by the hon. Member, most of the mother-ships are going to Colombo. That is a fact. It is happening only due to the nonavailability of facilities at our ports. We have taken major steps in this regard. For Cochin Port. ...*(Interruptions)*...

SHRI VAYALAR RAVI: In the last Budget, an amount of Rs.-300 crores was earmarked for the Tuticorin and Cochin Ports. ...*(Interruptions)*... This is the point which I want to mention.

...*(Interruptions)*... This amount,**was** for-providing facilities to the mother-ships. ...*(Interruptions)*...

SHRI M. THAMBI DURAI: This amount was not particularly meant for providing facilities to the mother-ships. We have given Rs. 330 crores in the 9th Five Year Plan. We have mentioned that. ...*(Interruptions)*... We have already spent Rs. 10 crores as an annual expenditure for 1997-98. There is an approved outlay of Rs. 10 crores for 1998-99. This is the actual expenditure. We are also taking steps for privatisation so that they are able to expand their ports. We arc working on that.

In the same way, for Tuticorin Port we arc making efforts for deepening and dredging. Sir, we have recently made a scheme and for that an amount of up to Rs. 200 crores has been approved. They are going to deepen it by 10.5 metres. But, we have suggested that it should be 12.5 metres because then only can the mother-ships come. For that we have also rcqucsled the authorities of the port that while giving a contract for this purpose, they should take into consideration the fact that in future it has to be expanded. Wc arc making all efforts in this regard.

MR. CHAIRMAN: Now, Question No. 124. n

Private Participation in power Sector in Tamil Nadu

*124. SHRI V.P. DURAISAMY: Will the-Minister of POWER be pleased to state:

(a) the details of power plants set up and proposed to be set up in Tamil Nadu during Eighth and Ninth Five Year Plans; and

(b) the details of private participation in these projects?

THE MINISTER OF POWER (SHRI P.R. KUMARAMANGALAM): (a) and (b) A Statement is laid on the Table of the House.